



COAST GUARD RESERVIST

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Protect Your SGLI Benefits

Servicemen's Group Life Insurance (SGLI) benefits may be lost because a member fails to travel directly to his drill unit or ACDUTRA site. Policy restrictions must be followed closely. By carefully observing the guidelines below you will help maintain your coverage under the SGLI program.

1. Always travel directly to your drill site. Never stop to do errands or visit friends. In case of accident, it must be shown that you were not on personal business at the time of death or injury (resulting in death within 90 days). Before SGLI coverage had been extended to Reservists, the family of a Coast Guard Reserve officer scheduled for ACDUTRA was unable to recover death benefits when the officer died of a heart attack at his brother's home. The officer had left home a day early, driven through the city where he was to report and stayed at the suburban home of his brother. The Comptroller General ruled that because the officer had not traveled directly from his residence to his duty station, death payments could not be allowed. (Today, under SGLI, the ruling would have been the same.)

2. Use government transportation requests (TR's) or government buses when available. If your orders direct you to travel by bus, and you are killed or injured (resulting in death within 90 days) while traveling by private conveyance, your heirs will not receive SGLI benefits. Orders to ACDUTRA will stipulate travel by government vehicle or TR when feasible. These are direct orders that demand strict compliance.

3. Know the meaning of "constructive travel time." It is that period of time just prior to your drill or ACDUTRA period which is normally required to travel from your home to the training site. If the distance is sufficient to make air travel feasible, constructive travel time is computed by determining the time required to catch the last available plane which will permit you to arrive at the training site on time. You will not be covered by SGLI if you leave home before this time. Should you arrive early at the drill or training site and then leave for coffee, you would not be covered by SGLI.

If the trip can not feasibly be made by airplane, the period of travel during which you would be covered is that period which is normally required to make the trip by public transportation. The length of the period would be determined during the investigation of any accident.

By following these few suggestions you will help ensure the prompt payment of SGLI benefits to your heirs. See COMDTINST 1741.1A of 20 March 1970, for additional details on SGLI coverage.



Members of ORTUPS 09-83609, Battle Creek, Michigan, display the Gordon Canfield Trophy which they won for 1970. The presentation was made by Mr. Walter P. Kennedy, the Minority Pair Clerk in the House of Representatives, a long time associate of Congressman Canfield for whom the award is named. Assisting were CAPT George BRIDGHAM, Director of Reserve in the Ninth District, and CAPT Vivian J. REESE, representing the D.C. Coast Guard Chapter of ROA, the sponsor of the award.

See related photo on page 4.

2nd District Wins Waesche Award

The Coast Guard Affairs Committee of the Reserve Officers Association has selected the Second Coast Guard District as the winner of the Admiral Russell R. Waesche Award for fiscal year 1971. The Ninth Coast Guard District was the runner up for the award.

The award is sponsored by the Coast Guard Affairs Committee of the Reserve Officers Association and is named for Admiral Russell R. Waesche, wartime Commandant of the Coast Guard in honor of his many important contributions to the Coast Guard, both Regular and Reserve.

Of notable significance was the fact that the District Commander of the Second District during the period covered by the award was RADM Russell R. Waesche, Jr., son of the former Commandant.

The Second District was the runner up for the award for fiscal year 1970.

UNIMAK Schedule

For planning information, the following is a tentative schedule of the CGC UNIMAK for the remainder of FY 72.

NOVEMBER 71

14-24 Lobster Fisheries Patrol (depart and return Cape May)

DECEMBER

12-23 BM School/ACDUTRA Cruise (depart and return Cape May)

JANUARY 72

16-28 BM School/ACDUTRA Cruise to Caribbean (depart and return Norfolk)

FEBRUARY

13-25 Lobster Fisheries Patrol (depart and return Cape May)

MARCH

12-24 BM School/ACDUTRA Cruise (depart and return New York)

APRIL

09-21 Lobster Fisheries Patrol (depart and return Cape May)

MAY

05-26 Cruise to Europe (depart and return Cape May)

JUNE

11-23 BM School/ACDUTRA Cruise (depart and return Boston)

Though the Lobster Fisheries Patrol, which will normally operate south of New England and eastward along the southern edges of Georges Bank, are not formal ACDUTRA cruises, they are ACDUTRA opportunities.

Once further information (such as departing times and locations, ports of call and uniform requirements) is refined, the schedule will be published as amendment number 4 to the Active Duty for Training Catalog. It is expected this will be in the field by early November.

Happy Birthday SPARs

On 23 November 1942, Congress determined that the wartime Coast Guard needed the assistance of woman power. More than 10,000 young women from all forty-eight states volunteered for the "duration and six." They earned and proudly wore the ranks of commissioned officers or the rating badges of a variety of military occupations. Communications, control tower operations, secretarial positions, finance specialties, cooking, truck driving, parachute rigging, personnel and medical fields were among the many types of duties performed by the Women's Reserve of World War II.

Now 29 years later SPARs continue to be needed to help in the peacetime missions of the Coast Guard. While our corps is very small at this point in time, we look forward to increased vitality and an expanded recruiting program for active duty hospital rates and inactive duty clerical rates.

So as we complete three decades of service to these United States, I wish each SPAR, past and present, best wishes on our 1971 birthday.

Eleanor L'Ecuyer
CDR, USCGR(W)
Senior SPAR on active duty

1971 Boating Safety Act

On 10 August 1971, the President signed into law the Federal Boat Safety Act of 1971. This Act, which contains many extensive revisions of previously existing boating laws, has been considered vital to the Coast Guard's boating safety program. The Motorboat Act of 1940 and the Federal Boating Act of 1958 were both in need of revision in order to make them viable in comparison to today's boating needs.

The three major phases of the 1971 Boat Safety Act are: the establishment of "standards" for manufacture in the boating industry; expanded cooperation between the Coast Guard and the various state boating agencies; and the "termination of unsafe use" clause.

The establishment of "standards" for boating manufacturers has long been considered necessary in order to provide the safest and most reliable equipment for boaters while at the same time removing the boating industry requirement of having to build or manufacture equipment in different "varieties" to meet varying state requirements. Under the newly established system, standards would be developed through liaison between the manufacturers, the state boating agencies, and the Coast Guard. These standards would then be reviewed by the Boating Safety Advisory Council which will be comprised of interested parties from all sources. Finally, the standard will be codified - that is made a federal requirement. This in turn will

supersede differing state requirements, making enforcement more uniform.

The cooperation between state boating agencies and the Coast Guard will be expanded and strengthened in order to provide enforcement of boating safety requirements.

The "termination of unsafe use" clause will probably be the part of the Act which will most involve the individual boater and the actual operating forces of the Coast Guard. Under this provision of the Act if a Coast Guard boarding officer finds a pleasure craft unsafe, overloaded or in danger of on-coming severe weather, he might "order" it to return to port -- and to remain there until the defects are corrected or the weather clears.

If the order is refused, violators maybe fined up to \$500, or, if the situation warrants, then arrest could follow for negligent or reckless operation.

The "Unsafe Use" provision also allows the boarding team to escort a defective boat back to port if at all possible and practical. This includes the removal and escorting of passengers or cargo from an overloaded boat.

According to the provision, an unsafe boat is one creating an "especially hazardous condition to life" by not having enough lifesaving or firefighting equipment on board, or too many passengers or too much cargo for it's size.

Commander Edward L. SAMUEL of the Third Coast Guard District Boating Safety Branch summed up the new authority:

"Before, we could only give out fines and warnings which had little effect on a negligent boater, consequently he continued his operation. Now, he must listen and correct the errors of safety in his craft, before we will let him operate again.

"Also boaters are sometimes unaware of predicted weather changes, or they don't realize their craft is ill-equipped to handle a turbulent condition." With this new law, the boater can be ordered to safe harbor until the situation improves.

Right Arm Rates

No, the Coast Guard has not reverted to right arm rates! The printer reversed the photograph on the front page of the August issue. The photograph was staged to show the Chiefs displaying their new rating badges, using their left hand for handshaking. By reversing the negative, the printer got a right handed handshake -- and five Chiefs with their rating badges on the "wrong arm."

KEEP THE PAMPHLETS

The pamphlets for the Port Security Basic (117, 118, 119) and the Port Security Advanced (402, 403, 404) Correspondence Courses are to be retained by the enrollee upon satisfactory completion of the courses. This was promulgated by Commandant Notice 1550 of 12 August 1971. Some of these pamphlets are being returned to the Coast Guard Institute. As a result,

the trainee does not have the material to study at the unit or for future reference.

Remember. Keep the pamphlets.

IA's for '72

Reservists interested in applying for instructor and support positions at the Yorktown and Alameda programs are alerted that the Notice is presently being prepared. It should be at the units by the first week in November. Selections for positions will be made by Commandant (RT) commencing 31 January 1972. All individuals with applications on file as of that date will receive notification of acceptance or rejection during February.

Advancement to E-3 & E-4

Unit commanding officers are reminded to check carefully the qualifications of reservists returning from initial AC-DUTRA. When the reservist has completed a total of 6 months in the Coast Guard (regardless of whether he is an RL or RP) he should be advanced to SN (E-3). Returning RPs should be reviewed when they have a total of 12 months in the Coast Guard. If they successfully completed their class "A" school they should be advanced to P03 (E-4) in the appropriate rating without delay. Review COMMANDANT INSTRUCTION 1001.21 for a description of the RP program and 1001.14D for the RL program.

Lock It

The problem of auto theft has become increasingly severe. Police and insurance organizations report that a very high percentage of automobiles that are stolen were left unlocked. "Lock Your Car" campaigns have taken place in most states. In those areas where campaigns have been held, some cut back in auto stealing has been achieved. Remember, it's your car. Lock it!



FIRST CGR OFFICER RETIRES

On 26 September 1971, the first officer commissioned into the Coast Guard Reserve retired. Captain Richard E. BACCHUS, Jr., Greensboro, North Carolina, was sworn into the Coast Guard Reserve as Lieutenant (junior grade) on 2 May 1941, just 72 days after Congress approved the "Coast Guard Auxiliary and Reserve Act of 1941".

After the act providing for a "military Reserve," was passed, the Commandant of the Coast Guard, RADM R. R. WAESCHE, sent a letter to the Secretary of the Treasury recommending that 17 men be commissioned in the Coast Guard Reserve; 5 as LTJG, and 12 as ENS. Heading the list was Richard Eugene BACCHUS, Jr. The letter was approved, and the Coast Guard Reserve soon had its first officers.

During World War II, Captain BACCHUS was commanding officer of the CGC DIONE, USS HOWARD D. CROW, and USS SHREVEPORT. After the War, he drilled with a Naval Reserve unit in Greensboro, until August 1958, when he was designated as the first Commanding Officer of ORTUAG 05-852, Greensboro. He remained as commanding officer until December 1960. Captain BACCHUS has earned the following awards:

- Navy Commendation Medal
- American Defense Service Medal with Bronze Star
- American Area Campaign Medal
- European-African-Middle Eastern Area Medal
- World War II Victory Medal
- Armed Forces Victory Medal

KACZWA

The personnel of ORTUPS(O) 01-82008, Boston, Massachusetts, commanded by LCDR Salvatore AMOROSO, were called upon recently to assist the Captain of the Port, Boston in the required surveillance of a Warsaw Pact fishing vessel.

The trawler KACZWA, whose home port is SZOZECIN, POLAND, had been fishing at the Georges Bank grounds in the North Atlantic when it collided with the Russian trawler, RADISCHEV on 17 September. Under rules of force majeure the damaged vessel was permitted to enter U. S. territorial waters and remain in drydock at the Bethlehem yards in Boston Harbor until repairs are completed in late October.

During this period the reserve unit augmented the regular forces with Reserve utility boats and COTP vehicles in maintaining both shoreside and waterside surveillance in accordance with the requirements of Title 46CFR. In addition to utilizing the skills of the port security, boatswain mate and engineman personnel during the regular hours of their scheduled weekend drills in September and October, several of the reservists volunteered to assist the COTP in effecting the 24 hour watches before and after the sched-

uled drills.

This experience was a valuable contribution to the "instant readiness" mandate and the "one Coast Guard" concept which is compatible with the interests of national security.

We Goofed

An article appearing in the February 1971 issue of the Reservist entitled "Reservists in Public Information" described voluntary assistance in producing an excellent boating safety poster design by a Los Angeles firm, one of whose members is a Coast Guard reservist.

CAPTAIN Terrence MacDONALD, Chief,

Public Information Division, USCG Headquarters, indicated in the article his intention to utilize voluntary Reserve assistance to a greater extent in the future. Reservists who were interested in participating on a voluntary, non-credit basis were urged to write to CAPTAIN MacDONALD.

The words "non-credit" were not intended to indicate that no retirement point credit would ever be authorized in this field. If application for appropriate duty orders (without pay) is made through normal channels, and the orders are issued, then such services will result in point credit.

As the original article stated, CAPTAIN MacDONALD would be pleased to hear from you.

Dec. 4 is an important date!

That is the
final CEEB
administration

which can be utilized in the competition for appointment as Cadet, U.S. Coast Guard, Class of 1976. To be eligible for the competition for appointment you must take the following CEEB exams:

- 1) Scholastic Aptitude Test
- 2) English Composition Achievement Test
- 3) Mathematics Achievement Test
(Level I or II)



Dec. 15 is, too!

That's the deadline for making application for appointment to the Academy. Eligibility requirements: A candidate must have reached his 17th but not his 22nd birthday by July 1, 1972, must be a citizen of the United States, unmarried and never have been mar-

ried, and must be physically sound and not less than 5 feet 4 inches nor more than 6 feet 10 inches in height. Scholastic requirements: A candidate must graduate from high school or preparatory school by June 30, 1972, and must have successfully completed a total of 15 units of work to include 3 units of mathematics including algebra and plane or coordinate geometry and 3 units of English.

SEE YOUR GUIDANCE COUNSELOR OR WRITE: DIRECTOR OF ADMISSIONS,

U.S. Coast Guard Academy

NEW LONDON, CONN. 06320

DIRECTIVES

The following directives and amendments to publications have been issued since the May issue of the Reservist.

5-12-71 COMDTNOTE 5060. Commandant's Award and Gordon Canfield Trophy Award; announcement of winners for 1970.

5-18-71 COMDTNOTE 1300. Change in Policy of Transferring Inactive Duty Reserve Personnel from an active status.

5-24-71 COMDTINST 1550.7 Administration of the Functional Individual Training System (FITS)

5-24-71 COMDTNOTE 1418. Servicewide Examination Changes for Inactive Reservists.

5-25-71 COMDTNOTE 1430. Eligibility List for Reserve E-8 Candidates.

6-1-71 COMDTNOTE 1223. Disestablishment of the SO rating in the Coast Guard Reserve.

6-3-71 COMDTNOTE 1611 (ALDIST 114). Fitness Report, CG-4442.

6-4-71 COMDTNOTE 1401. Inactive Duty Reserve Officer Selection Boards.

6-7-71 COMDTINST 7250.1. Reimbursements to reservists for long distance telephone calls incident to a test of the Reserve Mobilization.

6-16-71 COMDTNOTE 1571. Armed Forces Staff College Reserve Officer Orientation Course.

6-22-71 COMDTNOTE 1418. Use of Advancement Recommendation and Examination Request, Form CG-4716 for Inactive Duty Reserve personnel; procedures for.

6-25-71 COMDTNOTE 1401. Inactive Duty Reserve Officer Selection Boards, FY-1972.

6-25-71 COMDTNOTE 1401 (ALDIST 138). Inactive Duty Reserve Officer Selections.

6-29-71 COMDTNOTE 1401 (ALDIST 144). Inactive Duty Reserve Officer Selections.

7-14-71 COMDTNOTE 1401 (ALDIST 152). Inactive Duty Reserve Officer Selection Board.

7-26-71 COMDTNOTE 1430. Authorized Dates of Advancement for Coast Guard Reserve Personnel on Inactive Duty.

8-6-71 COMDTNOTE 1401 (ALDIST 172). Inactive Duty Reserve Officer Selections.

8-12-71 COMDTNOTE 1550. Correspondence Course Requirements in the Port Security Rating in the Inactive Duty Coast Guard Reserve.

8-17-71 COMDTNOTE 1550. Code of Federal Regulations as reference material.

8-23-71 Amendment 27 to Administrative Manual for CG Reserve, CG-296 affecting Chapters 1, 3, 4, and 7.

9-7-71 COMDTNOTE 1430. CH-1 to COMDTNOTE 1430 of 26 July 1971, Subj: Authorized Dates of Advancement for Coast Guard Reserve Personnel on Inactive Duty.

9-15-71 COMDTNOTE 7220. Command Pay for ORTU Commanding Officers; change in policy for.

9-16-71 Amendment 3 to the Active Duty for Training Catalog, CG-392.

9-17-71 COMDTNOTE 1571. Instructor/Administrator Personnel for TRASUPCEN Alameda 1972 off-season program.

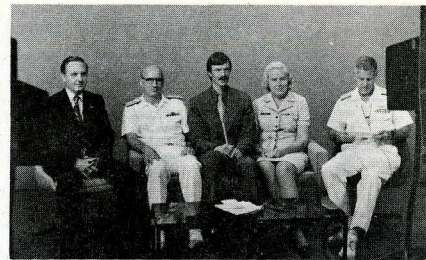
9-29-71 COMDTNOTE 1571. Summer 1972 Coast Guard School Quota Request.

9-30-71 COMDTNOTE 1710. Coast Guard Reserve Officer Participation in the 1972 Interallied Confederation of Reserve Officers (CIOR) Military Competitions; information concerning.

9-30-71 COMDTNOTE 7220 (ALDIST 214) Command pay.

10-9-71 COMDTNOTE 1571. Senior Reserve Officer Specialty Courses.

10-14-71 COMDTNOTE 1401. Inactive Reserve Officer Selection Board; results of.



While in Battle Creek Michigan to present the Canfield Trophy, RADM MOREAU was invited to appear on the local TV station, WUHQ-TV. Pictured above are (l to r) Mr. Walter P. Kennedy, RADM MOREAU, the host of the program, CAPT Vivian REESE, President of the D. C. Coast Guard Chapter of BOA, and RADM W. A. JENKINS, Commander, Ninth Coast Guard District.

The November RESERVIST left Headquarters on 29 October 1971

The Coast Guard RESERVIST

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Commandant, U.S. Coast Guard

RADM J. W. MOREAU
Chief, Office of Reserve

LTJG R. C. BROWN
CWO H. M. KERN
Editors

All photographs are official Coast Guard material unless otherwise designated.

Members of the Coast Guard Reserve are invited to submit articles of interest to the Editor of RESERVIST for possible publication.

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